A - Four Lanes Divided with Median - Freeway

Cross section "A" is typical for controlled access freeways. The 14 m (46') grassed median is the minimum desirable median width, but there could be some variation from this depending upon design considerations. Right-of-way requirements would typically vary upward from 70 m (228') depending upon cut and fill requirements.

B - Seven Lanes - Curb and Gutter

Cross section "B" should not be used for new projects. When the conditions warrant six lanes, cross section "D" should be recommended. Cross section "B" should be used only in special situations such as when widening from a five lane section and right-of-way is limited. Even in these situations, consideration should be given to converting the center turn lane to a median so that cross section "D" is the final cross section.

C - Five Lanes - Curb and Gutter

Cross section "C" is typical for major thoroughfares where frequent left turns are anticipated as a result of abutting development or frequent street intersections.

D - Six Lanes Divided with Raised Median - Curb and Gutter
E - Four Lanes Divided with Raised Median - Curb and Gutter

Cross sections "D" and "E" are used on major thoroughfares where left turns and intersecting streets are not as frequent. Left turns would be restricted to a few selected intersections. The 4.8 m (16') median is the minimum recommended for an urban boulevard type cross section. In most instances, monolithic construction should be utilized due to greater cost effectiveness, ease and speed of placement, and reduced future maintenance requirements. In special cases, grassed or landscaped medians may be used in urban areas. However, these types of medians result in greatly increased maintenance costs and an increased danger to maintenance personnel. Non-monolithic medians should only be recommended when the above concerns are addressed.

F - Four Lanes Divided - Boulevard, Grass Median

Cross section "F" is recommended for urban boulevards or parkways to enhance the urban environment and to improve the compatibility of major thoroughfares with residential areas. A minimum median width of 7.3 m (24') is recommended with 9.1 m (30') being desirable.